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group together into temporary harmony which yet was not without signs of significant opposition. The word "launching" is regarded in a rather narrow sense as including only the immediate events of the earliest meetings and some study of the men who dominated them.

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*Industrial Unrest. A Practical Solution.* The Report of the Unionist Social Reform Committee. By J. W. HILLS, W. J. ASHLEY, and MAURICE WOODS. London: John Murray, 1914. Pamphlet, pp. 39. 6d. net.

The Committee on Industrial Unrest spent two years in the study preliminary to this report and it has put forth recommendations which it believes adapted to immediate and practical application. To secure the desired social ends of state control of conditions of employment, state intervention in industrial disputes, and the minimum wage, it would accept the already existing organization of industry in the way of conciliation and wages boards. The duty of the state is to further the establishment of such boards and to guarantee their impartiality. Wide publicity given to their expert, impartial decisions, the committee believes, would force a general and willing obedience to their suggestions. Faith in the justice and power of an enlightened public opinion is the ultimate reliance of the supporters of these proposals. The program here offered is definite and worked out in considerable detail. It should afford at least a basis for scientific discussion leading to sane and needed action.

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*The Railways of the World.* By ERNEST PROTHEROE. New York: E. P. Dutton & Co., 1914. 8vo, pp. xx+752. \$2.50.

*The Railways of the World* is an interesting and instructive history of railroads from the time of the invention of the wheel to the present day with its elaborate and complicated railway systems. The author goes into minute details and traces every step in the discovery and use of steam, the invention of the steam engine, and the development of the locomotive. He pays particular attention to the locomotive, but in a similar though less exhaustive way he gives the history of other parts of the rolling stock, of construction, of traffic, and of operation. The various English railways are told of in detail, their histories, routes, description of roads and trains, and statistics of operation. The railways of the other countries of the world are described more briefly. The author has made no pretense of writing an essentially scientific work, but the abundance of material, aided by a multitude of interesting illustrations and an excellent index, gives the book considerable value as a work of reference.